

WORK OF THE NAVAL PATROL DURING WAR

Converting and Rescuing Disabled Ships Was Alone a Great and Useful Accomplishment.

ENDURANCE THE ONLY LIMIT

Built Its Own Bases and Stations as Well as Barracks and Fresh Water Supplies.

World's Washington Bureau.

WASHINGTON, March 29.—In view of the recent return of Vice Admiral Henry B. Wilson from duty abroad, the following summary was made public today by the navy department of the operations under his command in foreign waters:

When war was declared, Admiral Wilson was given command of the patrol force with the U. S. S. Olympia as flagship. This force comprised cruisers, gunboats, and yachts, was organized in April, 1917, for offensive operations in the western Atlantic against enemy submarines. It was charged with the protection of the area west of longitude 50 degrees and from the bay of Fundy to the coast of Colombia, including the West Indies. When, early in the summer of 1917, it became apparent that the enemy's effort was being confined to European waters, the navy department decided to send our vessels there to get contact with the submarines. Accordingly, most of the vessels of the patrol force were sent abroad to Queenstown, Ireland, and Gibraltar.

Transferred to France.
In August, 1917, Admiral Wilson was at Gibraltar in command of a force of 23 vessels working with the British in the western approaches to the Mediterranean. On November 1, 1917, he was transferred to France and served there throughout the remainder of the war as commander of United States naval forces in France with the U. S. S. Prometheus as his flagship.

It was found that although the French navy very generously placed at the disposal of the American forces, those facilities after three years of war were inadequate for the French navy. This was because in 1914 the navy yards were converted into munition plants. As a result they lacked mechanics and machine tools were worn out. It therefore necessary to provide extensive facilities along the French coast for taking care of American vessels.

The American force was gradually increased to a total of 70 vessels, including 25 destroyers. Naval repair and supply bases were established at Brest, Lorient and Rochefort. Fuel oil tanks of 25,000 tons capacity were built at Brest, and tanks of 10,000 tons capacity were being erected at Lorient, La Pallice and in the vicinity of Bordeaux. These were necessary because nearly all the destroyers and many of the new troopships and store ships were oil burners. Arrangements have been made for the sale of all these tanks to the French at cost.

Waterworks Provided.
It was found necessary to provide a supply of fresh water at Brest and waterworks were accordingly installed. The work of construction being done by United States army engineers. Naval hospitals were established at Brest, Lorient, St. Nazaire, Rochefort, La Pallice, Royan, Pauillac, Bordeaux, St. Jean de Luz and Martheim.

Rescue tugs and a wrecking steamer, the U. S. S. Favorite, were maintained at Brest for the purpose of assisting damaged vessels. Two mines were salvaged under particularly creditable circumstances. The Westward-Ho, torpedoed 215 miles from port, was abandoned by her crew in an apparently sinking condition; men from the U. S. S. Soma and U. S. S. May (converted yacht) boarded her, raised steam, started her pumps, and backed her into port assisted by tugs, her foredeck being nearly awash. The Westward-Ho, struck by two torpedoes and with her well-decks awash, was towed over 400 miles from Brest by two American, two British and one French tug. It is believed that she was the only vessel that was brought to port after damage by two torpedoes.

Aviation Station Built.
One of the striking accomplishments of the navy in France was the building of 15 naval aviation stations along the French coast. These included seaplane, dirigible and kite balloon stations; they being generally 24 seaplanes, two dirigibles and kite balloons at a station. An aviation assembly and repair base with accommodations for 5,000 men and with large machine shops was established at Pauillac on the Gironde river, and a station for training aviators was built at Montchic. These stations were erected by our own men and were completed and operating within a period of 10 months.

A telephone and telegraph system was built for the navy along the French coast by the signal corps to connect up the naval and air stations. This involved the construction of 1,500 miles of poles and wires.

Of the vessels of the force, 10 small yachts and five torpedo boats operated under the French in coastal convoy escort. These vessels protected convoys containing often from 25 to 30 ships through coastal channels with frequent fogs and were remarkably small. A force of American mine sweepers under Captain T. P. Magruder, United States navy, based on Lorient, kept up the approach to St. Nazaire in a manner which won warm commendation from the French. The remaining vessels, destroyers and large yachts, safeguarded the passage of troop and store ships through the submarine zone, meeting the incoming ships well offshore and taking the empty ships westward.

Convoy Service.
Between January 1, and November 1, 1918, convoys were escorted at an average rate of about one convoy per day or 175 ships per month. The protection of this amount of shipping required that the escorting force be employed to the limit of their endurance regardless of weather. "Too much credit cannot be

Guards Antipodes' Welfare at Paris



Sir Esme Howard, Australian look to Sir Esme Howard, their new premier, to watch their interests at the peace conference. The photo is a recent one of Sir Howard.

given the officers and men of this force for their cheerful and efficient performance of difficult and dangerous duty under conditions which frequently have been most trying," said Admiral Wilson. "Regardless of weather they have never failed in their small vessels to make contact with a troop convoy at the appointed time and place. They have their equals in no other navy."

AIM OF CAR BUILDERS IS SEEN IN COLE AERO EIGHT

The chief aim of builders of the motor car, since the day when the utility of the automobile was established, has been to increase its range of possibilities.

Through the years every manufacturer has concentrated his energies on perfecting a car which will go over the road with the least resistance, with maximum comfort and greater economy.

The introduction of aerotype engineering and designing perhaps has done more toward the attainment of that end than any other one step. It is universally admitted that aerotype construction, such as is found in the Cole Aero Eight, eliminates more efficiently those elements of resistance which stood in the way of motor car performance than any feature of automobile manufacture brought forth in a decade.

Many principles involved in the construction of aeroplanes are found in the Cole Aero Eight. The frame of this car, through the perfect balance and co-ordination of parts accomplishes the same results as that of the aircraft. It is light, strong and flexible. The bulky weight is placed in the center allowing the side members of the frame to serve as shock-absorbing elements. As a measure of extra precaution and comfort shock absorbers are standard equipment on this car.

Villa Leader.
JUANZ, March 24.—An American resident of the Mexican colonies arriving here today reported to American Consul how that the killing of Martin Lopez, Villa's second in command, at the battle of Boquilla del Marquisate last Wednesday was generally accepted as a fact throughout the Mexican colonies.

Crucifix, much of which formerly was useless, has planted more than 17,000,000 forest trees within a few years.

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Clothes That Express Individuality

THE outstanding fact about clothes is that they tell a powerful lot about the man who wears them. People take it for granted that a man's clothes are at least an expression of his individuality.

Reflecting Spirit and Individuality That makes clothes an important matter in any man's life—particularly the young man who still has his dent to make.

A young man today has a great deal to live up to. Youth found itself in the War—found that it is the greatest living force in the world.

If clothes are to express the present-day young American, something of this FEEL has got to get into the clothes.

That is just what the designers for The HOUSE OF KUPPENHEIMER have

done in their authoritative Styles for Spring.

In short, clothes in tune with the times — the Keynote of *In Tune with the Times*

Kuppenheimer Clothes success, season in and season out. And back of style and fit—to make them last—the old reliable Kuppenheimer standbys: quality fabrics and fine tailoring.

Your Kuppenheimer dealer has the thing you are looking for. Fabrics that have life. Style that reflects the buoyancy and vim of the young man looking the world confidently in the face. Design that sets off the grace and strength developed by the training camp and battlefield.

It's not what clothes cost, but the service you get out of them that counts. Good clothes are always the cheapest in the long run.

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